

IRON SHIPS.

Rec 2/8/50

914

No. 914 Survey held at Cork Date July 30th 1850
 on the Screw Steamer "Pelican" Master John Henry Hall Thomas Jeffal
 Tonnage 484 Built at Cork When built July 1850
 By whom built Cheney & Pike Owners Cork Steam Ship Company
 Port belonging to Cork Destined Voyage Coasting
 If Surveyed Afloat or in Dry Dock While Building

Length aloft	116	Feet. Inches.	Extreme Breadth	24	Feet. Inches.	Depth of Hold	15	Feet. Inches.
Engine Room 36 feet 4 inches measuring 16 feet 7 inches.								
Scantlings.			Thickness of Plating, &c.					
Distance of Ribs amidships	120 pair	Inches.	Outside.	Inches.	Inside.	Inches.		
Gradually increasing to	24		Keel to Bilge	1 1/2	Bilge Planks	2 1/2		
Ditto ditto forward and aft	24		Bilge	1 1/2	Ceiling in Flat	2 1/2		
Floors, Size of Angle Iron	20 pair 4 feet long 3/4 inch	Inches.	Bilge to Wales	1 1/2	Ditto Bilge to Clamp	6 x 2		
(Second) Iron	12 pair 4 feet long 3/4 inch		Wales	1 1/2	Hold Beam Clamps	6 x 2		
Ditto Plate	12 pair 4 feet long 3/4 inch		Topsides	1 1/2	Deck Beam Clamps			
Ribs, Size of Angle Iron	20 pair 4 feet long 3/4 inch		Sheerstrakes	1 1/2	Ceiling 'tween Decks			
Deck Beams, Double & Single	20 pair 4 feet long 3/4 inch		Plank-sheers	1 1/2	Hold Beam Shelves	12 x 3/4		
N ^o . 33 Plate	12 pair 4 feet long 3/4 inch		Waterways	1 1/2	Deck Beam Shelves	21 x 3/4		
Quarter-deck Beams	12 pair 4 feet long 3/4 inch		Upper Deck	3/2	Lower Deck	2 1/2		
Hold Beams, Double & Single	20 pair 4 feet long 3/4 inch				Ditto Waterways			
N ^o . 26 Plate	12 pair 4 feet long 3/4 inch							
Cabin Deck Beams	12 pair 4 feet long 3/4 inch							
Engine Beams	12 pair 4 feet long 3/4 inch							
Keel Plate	12 pair 4 feet long 3/4 inch							
Kelson, Iron	12 pair 4 feet long 3/4 inch							

Power of Engines 170 Horse

Framing.—The Space between the Floors in this Vessel is 11 1/2 Inches. The Space between the Ribs above the Bilge is 11 1/2 Inches.

The Stem, Stern Post, are composed of Wrought Iron secured to keel by Schaeffer's 18 inches each way (Describe how formed.)

The Transoms, Knight Heads, Hawse Timbers, Quarter & Stern Timbers of Irish Oak and are quite free from all defects.

The Floors are composed of Angle and Plate Iron 2 1/2 reversed angle iron riveted upon the upper edge 18 inches apart at each edge (Describe by sketch.)

The Ribs of Angle Iron and extend in one length from the Keel to the Stem and are rivetted through the bottom plates with

a 7/8 inch rivet every seven inches. Single angle iron 3/4 by 3/4 (Describe whether the Angle Iron is double or single.)

The Main Kelson is composed of Angle & Plate 13 inches by 13 inches, and secured to the Floors with 1/2 Bolt through every 18 inches Floor.

(If wood Kelson, state the length of the Scarphs, and what other Kelsons or Engine Sleepers, their number, size, arrangement, and material.)

is secured to each compartment Bulk Head Plates, and is in 4 lengths, that in the

Engine Room, rivetted with 2 rivets of 7/8 inch rivets to the angle iron across the Floor Plate,

and on the alternate Floor with one 7/8 inch rivet as per sketch

Plating Outside.—From the Keel to the Bilge double rivetted, with eight rivets of 7/8 inch diameter in each

foot in length. The Butts of the Plates are flush (Describe whether edges & butts are lapped or flush, & whether double or single rivetted.)

From the Bilge to the Light Water Mark double rivetted, with eight rivets of 3/4 inch diameter in each

foot in length. The Butts of the Plates are flush

From the Light Water Mark to the Wales, double rivetted, with eight rivets of 3/4 inch diameter in each

foot in length. The Butts of the Plates are flush

The Wales are of 7/16 plates at the Edges, double rivetted with eight rivets of 3/4 inch

diameter in each foot in length. The Butts of the Plates are flush

The Topsides are of 7/16 Plate Iron The Sheer-strakes are of 3/8 Plate Iron

The Plank-sheers are of Red Pine secured to the Plating of the Side with 3/4 Bolt every 18 inches

(Describe either in words or by a sketch the mode of connexion.)

The Waterways are of Red Pine and secured to the Shelf plate with 3/4 Bolt every 18 inches

(Describe the mode of securing them to the Beams, &c.)

The Decks are of Yellow Pine both upper & lower all Secured to the Beams by one 3/4 Bolt every 18 inches

State of the Decks are very good

Plating Inside.—Flat of Ceiling is composed of American Elm Bilge Planks of American Elm up to the Bilge

Ceiling from Bilge to Hold Beams of Am^{er} Elm in 18 inches apart Between Decks of

Shelf Pieces of Iron the upper one 2 inches wide by 3/4 inch and secured to the Beam Plate Angle Iron with 3/4 Bolt every 18 inches

Clamps of Iron over the Hold Beam Shelf and secured to the Frame and Plating by Angle Iron with 2 rivets of 3/4 inch

Fastenings.—To Hold Beams is with Plate Iron secured to the Beam Ends 1 inch Angle Iron as in sketch, also through the

Deck Beams both single & double as per sketch Engine Beams of 3/4 Plate Iron with 3/4 Angle Iron secured to the

Number of Breasthooks The First ribs are secured with 3/8 Plate Iron as per sketch, and the next ribs also them on the

Pointers Crutches also ribs as per sketch

The quality or description of Iron used for Ribs Best Staffordshire Iron

Ditto ditto Plating Best Staffordshire Iron, also the rivets the same

General Quality of Workmanship is good (Describe in words or by sketches the different fastenings.)

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name Cheney & Pike Surveyor's Name George Wright

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
One	Fore Sails,	120	Chain <u>Board</u>	1 3/8	2	Bowser <u>17.3.15</u> & <u>15.2.10</u> Patent
complete	Fore Top Sails,	90	do <u>do</u>	1 1/4	1	Stream, <u>6.2.0</u>
Suit of	Fore Topmast Stay Sails,	90	Hempen Stream Cable	9	1	Kedge, <u>3.0.12</u>
new sails	Main Sails,	90	Hawser	7		
	Main Top Sails,	90	Towlines	6		
	and all of Best Canvas		Warp	5		
			All of <u>best</u> quality.			

Her Standing and Running Rigging is quite sufficient in size and good in quality.

She has One Life and Long Boats and Two Quarter Boats
One Pinnace

The present state of the Windlass is Patent Capstan 3 Patent and Rudder good, Three Deck Pumps, one in each
compartments

General Remarks—Statement and Date of Repairs.

This Vessel has four water tight Bulkheads of 3/8" Plating, making Five compartments, the Bulkhead plating riveted to the side ribs, the plating all caulked under the ribs, slithered with wedge pieces lined between the ribs & the plating (as per ed in the scotch) where required, & then both sides caulked, the Bulkheads are also strengthened horizontally in water of the Hold Beams, with 3 inch Angle Iron riveted across on which the Tiery Deck ends Butt, they are also strengthened perpendicularly with 2 1/2 inch Angle Iron, every 28 inches apart, and riveted to the plates every Six Inches.

The laps of the plates with the Butts outside were all caulked, and the entire laps were caulked inside before the ribs were riveted to them, and the landings under the ribs are slithered with iron wedge pieces & linings throughout making the whole solid.

The Vessel outside & inside has had two good coats of Red Lead before being painted.

A Spar Deck 145 feet in length, the Beams of Red Pine about 3 feet 8 apart 6 3/4" broad by 5 1/2" deep secured to each station with an Iron Piece, each one being 20 inches long, the Deck of 2 inch Yellow Pine planed & tongued.

I am of opinion this Vessel should be Classed A-1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

W. H.

Special£ : :

Certificate (if required)£ : 10 : 0

Committee's Minute

Character assigned

George Wright Surveyor

6th Augt 1880

Bull of Iron

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